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YANKEES NOW TRY TO GET THE WAGON

How Transcript Views Our Efforts to Secure N. S. Privileges.

In the Boston Transcript of Friday, P., one of the well known writers that paper, a man keenly observant of all matters pertaining to the fisheries of the North Atlantic and the fish business as well, had the following very interesting tale of how the present free fish schedule affects the Gloucester fishermen and also what is desired by them from Canada and Newfoundland in the way of privileges, and why these privileges are wanted.

The august tradition of the Yankee horse-swap has been dealt a body blow by Yankee diplomacy. For nearly a century the British provinces have had something coveted by the Yankee fishermen and the Yankee fishermen have had an article coveted by the provincials. What they wanted was our market for their fish. And our fishermen wanted the privileges of their ports. This dicker was a see-saw through a century of treaty-making, with the honors generally about evenly divided. Then, last year, our fishermen experienced the well-known emasculation of the tenant who, having built up a neat custom in square meals for twenty-five cents, finds the boarding house sold out from under him. He is to revert to the more universal language of the horse-swap: Our neighbors had three wagons and one horse; we had one wagon and three horses. Said they: "We'll swap ye one o' our wagons for one o' your horses." Which, as arithmetic will explain, could have left each party with two wagons and two horses. But at this point the government said to our neighbors, "Oh, you can have the extra horse for naughting." "Thanks!" said our neighbors, and took it.

Our Yankee fishermen are now trying to get the wagon which was offered them in the old days when a swap was

In every reciprocity treaty between this country and the sister dominions of Canada and Newfoundland enacted and negotiated within the past half century, our British neighbors have, in return for the freedom of our markets for their fish, offered equal privileges for their own ports.

By equal privileges is not meant the right to make free with their in-shore fisheries, nor to enter their ports to land and store down fish, nor to sell in their markets duty free. But the rights craved do include something more than the bare, humanitarian permission to enter their ports for shelter from storm, for repairs necessary to fit a vessel for the voyage to her home waters, and water, and fuel wood—which are no longer used. These historic humanitarian rights are, as things stand, far less than humanitarian, for a Gloucester skipper of an auxiliary schooner cannot, in a provincial port buy

food, or even a chart, without incurring liability to seizure. What is more, if his vessel is badly battered in a gale, she cannot go on the railways for repairs without paying a license fee of \$1.50 a ton. Within the past winter, a Gloucester schooner, the "Sylvania," after a close squeak off shore, managed to reach Halifax. She needed a new keel and numerous other things which came to \$3500. Of this, \$148 had to go for a license before she could obtain any repairs at all. As it would have been virtually impossible for the "Sylvania" to get to Gloucester as she was, the difference between this \$148 license fee and the palm of a hotel porter who declines to bring up your trunks until you have gratified its itch, is a difference hardly worth mentioning. Especially since, as things stand, the Canadians and Newfoundlanders have not only the freedom of our markets but the freedom of our marine railways as well.

Likewise, if you need new dories and new spar or two right away quick in mid-December, you pay your \$150 to Ottawa for a license which expires not in mid-December of the following year but in two weeks; at New Year's, to be exact. You can then obtain another license for \$150. When the duty fence is approached the absurdities become still more fascinating. Your Yankee skipper cannot land fish at Halifax and send it home to Gloucester without paying duty on it. Your Canadian skipper can land fish in Gloucester duty free. But if a Gloucester firm sends this Canadian fish into Canada, Gloucester must pay a duty on it. "Heads I win, tails you lose."

To equalize the arrangements, our fishermen should have the right to enter the ports of our British neighbors to buy bait, to take in ice to renew supplies, to trans-ship fish to replace gear and repair damage. These rights should be extended to all sailing vessels including those equipped with auxiliary power, which are now subjected to discrimination. The second request is that such privileges should be granted without the present tonnage charge of \$1.50 a ton per year.

These requests seem based on the simplest grounds of fairness. That they have not been voluntarily granted by the Canadians merely reminds us that in the commercial society to which we belong the gracious act of giving up something we are not compelled to give up is relegated to mythological lore. Since, therefore, the prevailing code is "take all you can get and sit tight," the practical exigencies of the matter are reduced to the question of whether the provincials can be induced to concede what our government should have insisted on before granting such concessions to our neighbors. Our neighbors have full permission to wear a path across our lawn.

Cont'd above

We now sue for the meek privilege of entering their front gate once in a while.

The thing ought not to be impossible to arrange. Great Britain has very recently received a concession in the matter of canal tolls which ought to have mellowed it for a while. It has been suggested that the state department deal direct with Ottawa. It has also been suggested that if these negotiations get a chilly reception, that chill can be duplicated in our own ports with a cancellation of the free entry of fish, since the tariff arrangements can be set aside when it can be shown that we are subjected to unfair discrimination by the nation enjoying the privileges of such arrangements.

The moral of this none too-gratifying tale is that unless equality is restored between the Canadian fishermen and our own, we shall presently have no salt fishermen. The tariff, with the unerring instinct of such documents to protect the article rather than the man, has as these columns have acknowledged, with due gratitude, left the shore industries of the fishery in no jeopardy. At the same time, it has exposed the doryman, who catches the fish, without which these shore industries would be nowhere, to the competition of our Northern neighbors under handicaps which must ultimately drive him to the Provinces to do his salt fishing or drive him out of the industry. This is a thing which, for a multitude of reasons, we cannot afford to allow. It is not alone that your fishery is the cradle of a merchant marine (once more conceived though as yet unborn); and, if navies must be, of your navy as well; but that if we are to have a maritime population on our seacoast at all, the hardiest, sturdiest and cleverest of such are the fishermen, and they, too, belong to that most valuable class in any State—the actual producers.

Everything for nothing; that is what our diplomacy, always inferior to Great Britain's, has given the provincials in respect to our fisheries. Our task is to recover, if possible, some of that too lavish gift.

BIG BOSTON CRAFT FLOATED

The Boston fishing schooner Ellen and Mary, Capt. Michael Brophy, which ran ashore on the southeasterly side of Georges Island, Boston harbor, at 7.30 a. m. Friday, was pulled off at high water at 6 p. m. by the tugs Juno and Confidence, with the wrecking lighter Admiral alongside. She was towed to T wharf apparently with only slight damage. At low water she was practically high and dry.

The Ellen and Mary is one of the largest of the Boston fishing fleet. She was built at Essex in 1912, is 109.7 feet long, 25.5 feet beam, 12 feet depth of hold, with a net tonnage of 97 and a gross tonnage of 142. She carries a crew of 18 men.

A VOICE FROM THE WOODS.

Sees Flaws in Plan For a Hospital Ship.

The following communication appeared in the Boston Post of Saturday: Sir:—I wish to voice my protest as to your editorial, "A Hospital Schooner," favoring the scheme of Congressman Gardner for establishing a hospital relief vessel for our fishing fleet. It would undoubtedly benefit those employed on the schooner, but be of doubtful assistance to any of our fishermen.

Vessels engaged in the fisheries fish on many different grounds, separated by miles of ocean. Unless the schooner cruised within a limited area, how would she be found, and what possible good would it be to a vessel miles away? In a blow the hospital schooner might be disabled and have to put into port. What about a fisherman then, trying to find her?

Any good fishing vessel with a good breeze could make port and get medical assistance while she was trying to find a hospital schooner.

And what a fine thing it would be for any surgeon to try to do some fine surgical work with any vessel of the size of a fisherman pitching about in a gale of wind; and in calm weather, how would they get to her if they knew her exact position, which they could not, without the aid of wireless on both vessels? Further, what kind of doctor would you find willing to endure the discomforts of life aboard the schooner off-shore? Again, how would the fishermen know when the hospital ship put into port for supplies as she must?

There would have to be a number of such hospital ships to cover all the fishing grounds, and then they would be of doubtful value.

Canvass the fishermen and see what they think of it. Congressman Gardner might next present a bill that all aeroplanes carry a surgeon in case of accident.

WM. BASSET, Jr.
Francetown, N. H., March 19.

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Digby Fishing News.

The fishing schooner Dorothy G. Snow, Capt. Ansel Snow, arrived here Monday; Albert J. Lutz, Capt. Arthur Longmire, Tuesday, and Dorothy M. Smart, Capt. William Snow, Wednesday. The three vessels discharged more than 300,000 pounds in the Racquette, which, being cured here, makes busy times at this port.

Arrivals at the Maritime Fish Corporation this week Sch. Albert J. Lutz, 73,890 lbs. of haddock, 10,955 lbs. of cod, 5400 lbs. of cusk, 800 lbs. of scrod cod, 200 lbs. of scrod haddock, 600 lbs. of pollock. Sch. Dorothy M. Smart, 72,450 lbs. of haddock, 9538 lbs. of cod, 3800 lbs. of cusk, 400 lbs. of scrod cod, 200 lbs. of scrod haddock, 600 lbs. of pollock, 348 lbs. of halibut.

Better prices prevailed in Digby last week for fresh fish than in Boston. At Boston the schooner Morning Star, Capt. Harry Ross, of Digby, reported, in with 105,000 pounds of mixed fresh fish and stocked \$2600, while at Digby the Dorothy M. Smart and Dorothy G. Snow reported in with the same quantity of fish as the Morning Star and each vessel stocked \$2900, a difference of \$300 in favor of the Digby prices.

FRED THOMPSON IS BACK AGAIN

Haddock Hustler Hails for 70,000 Pounds—Capt. Hermon Has Big Halibut Trip

Good halibut catches rule and yesterday afternoon, sch. Paragon, Capt. William Hermon, arrived from a trip down on Quero, having 35,000 pounds of nice fresh halibut and 3000 weight of salt cod.

Capt. Hermon left here February 28 and reports fairly good weather for most of the trip. He reports losing 10 skates or trawls and an anchor. The trip sold to the American Halibut Company.

Back again, after only 10 days out, sch. Gov. Foss, Capt. Fred Thompson, was on deck this morning with 70,000 pounds fare of fresh fish and 2000 pounds fresh halibut. Capt. Thompson sold his trip to the Gloucester Fresh Fish Company. He will make one more trip haddocking before fitting for halibuting.

The gill netters landed about 55,000 pounds yesterday, several of the crafts' catches showing a falling off although there were some good trips.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Paragon, Quero Bank, 40,000 lbs. fresh halibut, 3000 lbs. salt cod.
Sch. Gov. Foss, Brown's Bank, 70,000 lbs. fresh fish, 2000 lbs. fresh halibut.

Str. Quartette, gill netting, 1000 lbs. fresh fish.

Str. Quoddy, gill netting, 2200 lbs. fresh fish.

Str. Hugo, gill netting, 600 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1000 lbs. fresh fish.

Str. James M. Gifford, gill netting, 6000 lbs. fresh fish.

Str. Rough Rider, gill netting, 2600 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 1150 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 1600 lbs. fresh fish.

Str. Water Witch, gill netting, 1800 lbs. fresh fish.

Str. Enterprise, gill netting, 1800 lbs. fresh fish.

Str. Bethulia, gill netting, 3500 lbs. fresh fish.

Str. Venture, gill netting, 1000 lbs. fresh fish.

Str. Philomena, gill netting, 4000 lbs. fresh fish.

Str. Orion, gill netting, 2000 lbs. fresh fish.

Str. Dolphin, gill netting, 200 lbs. fresh fish.

Str. Randolph, gill netting, 350 lbs. fresh fish.

Str. Anna T., gill netting, 2250 lbs. fresh fish.

Str. Ethel, gill netting, 1000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1000 lbs. fresh fish.

Str. Mary L., gill netting, 900 lbs. fresh fish.

Str. Gertrude T., gill netting, 1500 lbs. fresh fish.

Str. Geisha, gill netting, 3000 lbs. fresh fish.

Str. Seven Brothers, gill netting, 1000 lbs. fresh fish.

Str. Swan, gill netting, 1200 lbs. fresh fish.

Str. Medomak, gill netting, 500 lbs. fresh fish.

Str. R. J. Killick, gill netting, 700 lbs. fresh fish.

Sch. Little Fannie, gill netting, 3000 lbs. fresh fish.

Str. Lorena, gill netting, 850 lbs. fresh fish.

Str. Sawyer, gill netting, 3000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 1000 lbs. fresh fish.

Str. Bryda F., gill netting, 4000 lbs. fresh fish.

Vessels Sailed.

Sch. Agnes, halibuting.

Sch. Genesta, haddocking.

Sch. Jorgina, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1 per cwt.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

Western cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 8 1-2c per lb. for white, 6 1-2c for gray.

Yarmouth Fishing News.

The American fishing schooner E. B. Penny is again in port, weather bound.

Sch. Angie B. Watson landed 600 lbs. halibut Thursday at the Consumers' wharf.

Considering the very rough weather this season the lobster fishermen are doing remarkably well. Up to March 18 this year 7492 crates had been shipped compared with 6693 for the corresponding period last year—a gain of 799 crates.

Halibut Sale.

The halibut fare of sch. Paragon sold to the American Halibut Company for eight and one half cents for white and six and one half for gray.

Cured Fish Demand Good.

The demand for dried salt fish has been very good during the week, says the Fishing Gazette. While orders have not been large in most cases, they have been more numerous. Prices are well maintained, as supplies are small for the season.

Boston, March 17.—No new arrivals of Pacific salt codfish. The local packers are reported pretty well cleaned up and not more than enough fish is on hand than is needed locally. A good supply is expected later in the season. No new fish before September.

The catch in Norway up to February 21 amounted to 7,111,000 fish, against 8,410,000 at the same date last year.

TRADE IS DULL ON OLD T WHARF

Several Good Off Shore Trips In and Prices Not So Bad Considering.

Boston's fleet of arrivals with two exceptions were from off shore this morning, eight fares being at the dock at 9 o'clock.

The largest hauls were schs. Fannie E. Prescott, 68,000 pounds; Josie and Phoebe, 59,000 pounds; Flora L. Oliver, 98,000 pounds; Thomas S. Gorton, 70,000 pounds; Russell, 80,000 pounds.

Trade was dull and one if not more of the fares will probably be sent to split. Wholesale quotations at the opening of the market were \$1.75 to \$3.50 a hundred weight for haddock, \$5 for large and \$2.50 to \$3 for market cod, \$4 to \$6 for hake, \$3 for pollock and \$2 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Valerie, 27,000 haddock, 1800 cod, 1300 pollock.

Sch. Fannie E. Prescott, 55,000 haddock, 12,000 cod, 1000 pollock.

Sch. Josie and Phoebe, 43,000 haddock, 16,000 cod.

Sch. Progress, 15,000 haddock, 3000 cod, 4000 pollock.

Sch. Flora L. Oliver, 85,000 haddock, 13,000 cod, 1000 halibut.

Sch. Flavilla, 3500 haddock, 2400 cod, 1000 hake.

Sch. Thos. S. Gorton, 55,000 haddock, 15,000 cod, 500 halibut.

Sch. Russell, 70,000 haddock, 10,000 cod.

Haddock, \$1.75 to \$3.50 per cwt.; large cod, \$5; market cod, \$2.50 to \$3; hake, \$4 to \$6; pollock, \$3; cusk, \$2.

MORE ON THAT NORWAY DEAL

A Bergen and Gothenburg firm, says the "Board of Trade Journal," have arranged a joint scheme under which they offer to act as agents for Norwegian and Swedish mackerel fishers for the purchase and export of salted mackerel to the United States, at a commission of 5 per cent. Much attention has been given to the matter, and local exporters at Haugesund, Stavanger and Christiansand have protested against the scheme, which they think may prove injurious to the established export trade of their districts. For the last few years the Bergen firm referred to has been buying up Norwegian mackerel and, it is claimed, keeping up prices against American buyers. A meeting representative of the West Coast towns has asked the government to take no steps until all interested have had an opportunity to express their opinions. On the other hand, a meeting at Gothenburg between the two firms and other Norwegians and Swedes, in the presence of the Norwegian Director of Fisheries, favored the proposals, and steps are being taken to obtain the wider adherence of the fishermen.

CONSUL WATCHES THE POTOMAC

Says the Western Star of March 16: The Potomac has been off Spots Cove, Port Saunders, since Saturday. She is in a sheet of ice, only a mile from the shore, with the "icing" ice just outside. H. Carter and party were at Cow Head on Sunday and it is thought that they have reached the ship by this time.

John LeMoine and party left on Sunday, with two large pumps, for use should such be required before the ship's steam pump can be put in operation. We get from latest reports that the ship made very little water since the first left her, over a month ago, may possibly, however, make more water after being liberated from the grip, and the despatching of pumps to her is a wise precaution.

Report reaches here to the effect that the Potomac had been looked upon as considerable damage done to her work. If such be the case, it is very much regretted, for parties thereof have undoubtedly made themselves liable to prosecution. The saving of the ship, as we mentioned a previous issue, has been placed in hands of O. C. Gould, the American Consular Agent at Curling; and Gould is certainly paying strict attention to the various details relating to the ship's safety and protection. The St. John's, N. F., Herald, March 16 says:

The Prospero reports that last Saturday a Gloucester captain with several men arrived at Channel to try and break the U. S. tug Potomac, now adrift in the ice floes in the Gulf off our Coast and chartered a schooner, Channel, put food and coal aboard. It is unlikely therefore, that the schooner chartered at Channel will be able to get near her, but more likely the Potomac will be secured by the sealers or one of the Reid later in the season. The tug is a ship, can steam 15 knots and it is the American government is prepared to pay \$30,000 salvage for her if she can be secured.

Salt Mackerel Market.

Says the Fishing Gazette: There has been no change in the situation since last writing, domestic mackerel remaining scarce and the demand for Norway mackerel has been increasing, and small stocks and no available supply the market is very firm, with an upward tendency. Prophecies are that prices will advance before a new fish can arrive. Irish mackerel steady with a fair call.

Liverpool, March 14.—Fishing continues fair to good. Shipments this week were: To Boston, 231 barrels; all other ports, 430. Count, 300.

ANDREW WRITES TO A. B. ALEXANDER The New \$2,000,000 Fish Pier at South Boston

Tells Fish Expert His Views on the Hospital Ship.

A. Piatt Andrew has written A. B. Alexander of the Bureau of Fisheries, Washington, D. C., to whom Congressman Gardner's bill for a Hospital ship will probably be referred in order that the Bureau may make a report and recommendations to Congress, setting forth his views on the proposition and recommending his original plan of detaching steamers of the revenue cutter service for such duty.

The letter is as follows:
Gloucester, Mass.,
March 23, 1914.

A. B. Alexander, Esq.,
Bureau of Fisheries,
Washington, D. C.

My Dear Sir:—The statement has been made in the press that the bill introduced in Congress for the establishment of a hospital ship for the Atlantic fisheries has been referred by the chairman of the committee on Merchant Marine and Fisheries to the Bureau of Fisheries for report and recommendation to Congress and that your report will in all likelihood be made by you as the expert of the Commission on the deep sea fisheries. I take the liberty, therefore, of communicating directly with you as the matter is one of great interest to me and to which I gave considerable attention when Assistant Secretary of the Treasury several years ago. It has always seemed to me that the proposal to construct and equip a special vessel for this purpose involved so great an expense as to prevent its adoption by Congress, especially in view of the fact that the outcome of the undertaking must be more or less problematical until it has been actually tried, on account of the extensive field which the fishing grounds cover. I want, therefore, to bring to your attention the suggestion which I made in 1912 as Assistant Secretary of the Treasury, and which has met with very general endorsement among the fishing captains of Gloucester and which at that time was tentatively approved by the heads of the Revenue Cutter Service and of the Public Health Bureau. I believe that all of the purposes of a hospital ship can be met and the feasibility of such an institution can be submitted to a practical test with only a nominal ex-

pense if two or possibly three of the revenue cutters are alternately dispatched to the fishing grounds during the principal fishing season, say from April until November for periods of two months each, each of these cutters to carry a surgeon and nurse and each to be equipped with surgical apparatus, medicines, etc.

One or two surgeons could probably be detailed for the time being by the Public Health Service from one or another of the 23 marine hospitals or the 123 other relief stations for seamen which are now maintained on the land. As the revenue cutters often lie idle in the New England harbors during the summer months for long periods of time, this would apparently neither involve much expense nor divert these vessels from their ordinary duties of coast patrol, destroying derelicts, relieving distressed vessels and the like. If during these months when the fishing fleet is in greatest need a cutter with such equipment were sent to the larger banks where the fishing fleet congregates, to steam from one to the other in regular course, and at the end of two or three months the service and equipment could be transferred to another cutter which could immediately resume the circuit, all of the purposes of the hospital ship would be achieved, the normal activities of the revenue cutters would not be seriously interfered with, and only an inconsiderable appropriation would be required.

I am told that most of the cases needing treatment could be properly attended to by the surgeons on board the fishing vessels themselves and that it would not be necessary to provide extensive quarters on board the cutter which was being used for hospital purposes, at least to the extent of rendering it unavailable for other services at other times.

I believe that this plan would appeal to Congress and remove the one obstacle of expense which hitherto has stood in the way of providing for our fishing fleet such a hospital service as is provided for the fishing fleets of England and France. I trust if the bill recently introduced in Congress is referred to you for consideration and recommendation you will consider this plan as a possibly preferable alternative.

Sincerely yours,
A. PIATT ANDREW.

Portland Fish News.

All the vessels of the Portland fishing fleet were out Sunday, several returning about dark with moderate sized hauls. The steam netters are all doing well, finding quite a lot of haddock recently. The steamer Nashua has arrived from Gloucester to be put out of this port and several others are expected to follow her if the outlook continues favorable.

News From the Sealers.

The St. John's, N. F. sealing fleet found the seal herds Thursday. The Beothic reports 15,000; Stephano, 10,000; Nascope, 8,000; Florizel and Bellaventure, 6,000 each. Bonaventure, 2,000; Eagle, 1,000. Adventure has just reached vicinity and other ships unreported. Gulf fleet among seals. Erik reports 14,000. Catches of others not yet reported.

March 25 to April 1 will be one of the biggest moving weeks that Boston or any other city has ever known. In that period of seven days T. wharf, the greatest fish mart in the new world, will be transferred entire from the picturesque quarters which for many years it has occupied on the waterfront at Atlantic avenue to the splendid new plant which, at a cost of more than \$2,000,000, has been almost completed at South Boston.

Hundreds of men have been hustling night and day to get the new quarters ready on time. The administration building and the big structures on the sides of the pier are practically ready for occupancy. Fish dealers are putting the finishing touches on their new rooms, getting in their telephones, swabbing their floors, arranging to have everything snug and shipshape when the actual removal of stock and fixtures shall begin 10 days from today.

By common consent, Saturday, March 28, is to be known by the dealers as "Moving Day" and the next week will see the business opening of the plant.

The U-shaped building at the land end of the pier is being rushed to completion. Today there are trenches crisscrossing this entrance section of the plant, workmen are hurrying about with picks and carts, spur tracks are carrying sputtering engines on and off the pier, and to the inexperienced observer it seems impossible that access shall be free and unimpeded when the moving vans appear. But the superintendent of construction smiles and says:

"There will be room on the first moving day for reasonable traffic, and when business opens on April 1, with the fish concerns in their shops along the sides of the pier and the administration work begins in the building at the end there will be nothing to hinder rapid and convenient going and coming."

Big Room Like Stock Exchange.

From the water front of the administration building, which stands at the end of the pier, Father Neptune looks out over the harbor with shellfish entangled in his beard. Inside the building, upon the facade of which his head appears, workmen are almost at the end of their labors. This handsome structure will be occupied by the New England Fish Exchange. The whole central section of the large building measuring 100 by 60 feet, will be a single room, looking very much like a stock exchange. It is about 60 feet square, and 40 feet high, with big arches opening out of each side and a flat skylight for a roof.

The building also contains offices for the fish exchange, and upon the second and third floors at either end of the structure there are offices which the Fish Corporation will rent to the commission men. There are handsome rooms for board meetings, and the whole makes a complete headquarters for one of the largest business enterprises in the city.

Running more than half the length of the pier upon each side are the enormous structures which will be occupied by 44 fish dealers, each firm having its own separate quarters and a

very complete plant. These whole sale stores range in size from 50 feet by 20 to 50 by 60. The total size of each of the buildings is 740 feet by 50.

Each wholesaler who will occupy one of the stores has practically planned his own shop. All were leased before the construction was begun and each tenant has been permitted to arrange for the business which he will do according to his own judgment and experience. If he has prejudices, they may be represented in his new show and if he knows just what conveniences are desirable for his branch of the fish business, they will all be ready for him when he moves in.

Shipping Rooms on First Floor.

In almost all cases the first floor of these 44 stores will be the shipping room with a shipping booth or office. Upon the second floor usually there will be offices for bookkeeping and other purposes, and upon the third floor there will be wardrobes and dressing rooms for the men who work on the floor to make their changes and lofts for barrels, boxes and shooks.

These long storage buildings are designed to carry a weight of 250 pounds per square foot. The fish will be received on the wharf side of the stores, prepared for their shipment in their passage through the shop, and then they will go out through the front door into the centre street of the pier for shipment to any part of Boston, and any part of the United States and of the world.

The building at the land end of the pier is to be the U-shaped heating, lighting and ice plant. It will be complete in three sections, one on each side of the pier and the other, forming the third side of an open rectangle, running across the land end of the pier. It will have a frontage of 220 feet on Northern avenue and extend back on the pier 252 feet on each side. The Northern avenue end will not close the pier, however, for columns will extend up for 300 feet, and support the upper section of the structure.

To Freeze 1,000,000 Lb. of Fish.

This cold storage plant now well under way will house freezing apparatus for 1,000,000 pounds of fish and will furnish cold storage to individual dealers in the storage buildings. It will house also the power plant, and provide electric light for the entire pier and steam heating for the whole property. Artificial ice will also be made in this building and delivered crushed to the individual dealers for the packing of their stocks.

Thus the buildings on the pier proper make the ends and the sides of a long rectangle, the administration building and the cold storage plant facing each other at the water and the land ends of the pier, respectively. Between the sides of the shop buildings and the edges of the pier is an open space of 50 feet, and between these two long buildings is the open centre of the pier making a great central street 100 feet wide and 800 feet long. The total length of the pier itself is 1200 feet and its width is 300, making attack upon its outer mar-

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gins of more than half a mile.

Two other buildings are also in course of construction. These are on opposite sides of Northern avenue and are also the property of the Boston Fish Market Corporation. One of these is built over the water and of similar construction to the buildings on the pier. It is designed for dealers in selling fish, clams, oysters, lobsters and all the rest.

The other building will stand on the southern side of Northern avenue at the corner of D street, and will be occupied by a miscellaneous collection of shops. It will be on corporation land and will house the restaurants, the grocers, the chandlers, the liquor dealers, the haberdashers, the barber shops and all the rest of the lines of business that will follow the fish market to its new home. At the corner of the Federal Trust Company will open a banking room.

These buildings also will be very large, the shellfish structure measuring 400 feet by 40, and the shop building 510 feet by 40.

General Effect Handsome.

All but one of the group of buildings are of the same style of architecture. The cold storage plant which makes the land end of the rectangle is of a different type of construction and of independent design. The other buildings are of simple and dignified architecture and follow classic lines. The Roman arch is used in the passageways through the storage building. Nowhere is there any special effort at ornamentation. The beauty of the general effect of the group is secured by the proportions of the respective structures and their relations to each other. They are business buildings and they are handsome as well. The first stories are of brick with brick corners and arches and the upper stories are of cement. The group of five buildings will cost a million, the cold storage plant another million, and the pier a third million. The pier was built by the commonwealth of Massachusetts; the storage plant by the Commonwealth Cold Storage & Ice Company, and the remainder of the plant by the Boston Fish Market Corporation.

The architect for the group is Henry F. Keyes, associated with Monks & Johnson, and the contractors are Tyson, Weare & Marshall of Boston; the tile coming from the Pennsylvania Tile & Construction Company of Boston. The use of these inside tiles on the first story of the storehouse is intended to prevent slime from getting in to the walls and thus to obviate objectionable odors. All these first floors will be flushed by salt water hose every day.

The contract for the group buildings was let in November, 1911 and actual building began in October, 1912.

The selling floor of the Exchange, much larger than that at T wharf, will resemble to some extent the selling floor of the Stock Exchange, having a raised platform in the center upon which the captains or pursers of the fishing vessels must stand when offering fish for sale.

Ice for the vessels will be made also in the great freezer plant and after being crushed will be loaded on to five-ton-motor trucks, which will deliver it to the vessels.

A radical change in the methods of handling the fish is planned. An effort will be made to avoid handling the

fish any more than is necessary. The scales upon which the fish are weighed will be owned by the Boston Fish Market Corporation, instead of by private parties, as was the case at T wharf.

It is planned to do away with the uncleanable wooden handcart so long in use at T wharf, and to replace it by some conveyance which can be properly washed out each day. Experiments have been made with a specially designed metal handcart with a removable body. The body of this cart can be placed upon the scales and used in weighing the fish, then hoisted upon its wheels and carried to the stores.

This would do away with much unnecessary handling of the fish. Although the metal cart has proven its worth in cold weather it is thought that in hot weather it will be impossible to use this, because metal, warmed by the sun's rays, may act as a stove.

A City In Itself.

The employees at the new dock will all be neatly uniformed. There is considerable talk of inaugurating a rule that the buyers going upon the Exchange floor must be as well dressed as the Stock Exchange broker. At any rate, the men who handle the fish the handcart men and others, will wear a special livery which can be easily cleaned and which will be renewed fresh each morning.

The new pier will be practically a city by itself, its personnel being even greater and more varied than T wharf. Concentrated in a small area there will be several thousand men engaged in different trades and representing all the different phases of life.

While the stores on the pier itself will be given over entirely to the fish business, those along Northern avenue will be largely devoted to other lines of business which have grown up in connection with the industry of T wharf.

There will be barber shops and boot-blacks; restaurants and cafes; grocery stores and sail lofts; hardware stores and tobacco emporiums. For not alone will the stores cater to the wants of those employed on the new pier; but as well must they provide for the wants of the thousands of men who reach the dock in the course of a week aboard the fishing vessels.

There will even be clothing stores, where the fishermen can purchase boots, oilskins, stockings and the needle and thread which every seaman carries in his ditty bag.

The earliest way of getting to the new dock from T wharf is by walking over the Northern avenue bridge. As this is the shortest way of reaching the new pier from the city proper it would seem logical to have car connections over that bridge. However, the only cars running to the new dock for which preparations have yet been made will run over the Elevated structure now being completed on Summer street extension.

How It Was Done.

Forty-four firms united to build this two-million dollar pier and its subsidiary buildings for administration, cold storage and allied mercantile interests—the largest fish market on this continent and the second largest in the world. It is larger than the immediate volume of business requires, but at the

present rate of growth five years will take up the slack, and ten will perhaps find the quarters at a comfortable squeeze-girth of commercial high-feeding. The forty-five stalls are three stories high, with a floor area varying from twenty by fifty feet to sixty by fifty.

The clustered, grouped brick buildings of the new fish wharf are surprisingly ornamental, thanks, probably, to the dexterity of their architect, Henry F. Keyes, who has decreed that merely because an establishment is primarily for use is no reason for creating it ugly as well, and, furthermore, that to achieve ornamental effects does not necessarily incur the expenditure of large sums on ornate gingerbreadery. The dignity of these buildings is in their lines and in their proportions, yet dignity is theirs, in such measures, that, seen in groupings, they seem more like exposition buildings for a permanent world's fair than humdrum marts of trade.

"Centre street," wide, flanked with the rows of stores, and terminated by the Administration Building, with a mask of Neptune glowering down the vista from the keystone of its entrance arch, might be some "Court of Honor," appalled for a working day.

Like the turkey in the fox's basket T wharf has resolved that once the new quarters are ready the business shall start in life anew. It acknowledges that the cleanliness of the old wharf was a virtue more honored in the breach than in the observance. On the new wharf all that is changed. It looks solid to the eye, but inside its brick walls, under its concrete flooring, deep in its granite bowels, it is tunnelled and tubed with drainage systems, plumbing and purgative devices.

The new wharf will bring side by side the utmost extremes of the harbor shipping. At the Commonwealth Pier the steamships of the Hamburg-American Line—gigantic hulks of steel, powerful, swift floating communities between one continent and another, relatively the newest development of merchant marine architecture. In the same slip of dock-water will lie vessels of at once the oldest and newest type of craft on the New England coast. The fishing schooner is the lineal descendant of the vessels in which our pre-revolutionary forefathers won the sea, training which taught them how to outmanoeuvre the proudest navy of the world. Of course the schooner, in its own kind, represents quite as modern a development as the steamship.

A T Wharf Reminiscence.

It was in 1884 that the wholesale fresh fish dealers of Boston, then numbering about a score, signed a 10-year lease of the T wharf property, and moved to the famed pier. Up to that time the dealers had been located on Commercial wharf, first in ramshackle shanties and later in the big stone block.

It was generally thought that long before the 10 years for which the dealers leased T wharf was up, the fishermen would be heartily sick of their bargain, and perhaps in bankruptcy.

John Burns, the oldest living wholesale fish dealer of Boston, father of John Burns, Jr., the well-known T wharf dealer, and member of the board of directors of the Boston Fish Market Corporation, chuckles whenever he thinks of the pessimism which prevailed when the fish dealers leased T wharf.

Mr. Burns, whose first connection with the country's fisheries came when, as a lad of 10 years, he was sealing out of Newfoundland, was one of the few who believed that the future lay before the fresh fish industry of Boston. When the site of T wharf were offered at auction Mr. Burns paid a high premium against the advice of his business associates, for the store at the end of the dock, No. 1 T wharf, proved later, however, that this vision was worth the premium he paid for it, as every one visiting the place came first to his store.

In the days when the dealers moved to T wharf a trip of 3000 pounds of groundfish, Mr. Burns says, was considered big, and \$1 a hundredweight for haddock or cod of any size was good price. During the last many trips of nearly 100,000 pounds of fish have come into T wharf, and haddock and cod have been selling high as \$12 a hundredweight for former and \$18 a hundredweight for the latter.

Last year statistics collected by the United States government show 3582 vessels landed at wharf 92,351,594 pounds of fish, worth \$2,988,552. Besides this a vast amount of fish came to the T wharf market from other ports. Through the New England Fish Exchange, the clearing house of the wholesale fresh fish business, 129,000,000 pounds of fish were handled by T wharf dealers last year.

Although since the establishment of the fresh fish trade at T wharf changes have been made in all branches of the fisheries, the establishment of the New England Fish Exchange in 1908 stands out as one of the great steps forward. Previous to the establishment of the Exchange the fish business was in a state of chaos. When a vessel arrived the dealer rushed to the caplog of the wharf shouted bids at the skipper. The dealer often offered for sale more than he could deliver. The dealer was not guaranteed that he would get weight, nor the captain that he would get paid.

The Exchange changed all this, regulating the dealings between the dealers and the fishermen. In 1909, Manager William K. Beardsley of the Exchange formed the Boston Wholesale Fish Dealers' Credit Association, which regulates the dealings between the retail fish merchants and wholesalers in the same manner.

With the passing of T wharf Boston will lose one of its most picturesque landmarks. For over a quarter of a century the great fish mart, known only all over this country but all over the world, has been a sort of magnet for the sightseeing pilgrims who come to Boston each year. In fact, T wharf has been a valuable asset for the city no less valuable than the many historical houses, Bunker Hill Monument, the baked bean.

The work of moving the entire wholesale fish business of the country to the biggest fish mart across the bay presented a serious problem. For a month past the T wharf dealers have been busy getting things in readiness, cleaning out all the unnecessary things and other things which have accumulated in the past 30 years. The dealers will load their fish on steam lighters which will then be moved across to South Boston and tie up

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new dock. In this way most of the dealers will be able to move at the stroke, instead of making many trips with a big moving van. During all this week, while the movement is in progress, however, the dealers must continue to ply their trade as usual, for in Lent the rest of the country can't go without fresh fish, even of what is going out of existence. As the Boston dealers stopped business even for a day it would paralyze the fresh fish business of the entire country.

SPEAKS FOR THE HOSPITAL SHIP

Canadian Fisherman Highly Commends the Idea of Craft on the Banks.

Speaking of the hospital ship proposition, the Canadian Fisherman in a recent issue commends highly the idea and says it is one which all Canadians should endorse.

Says the article: A movement for the construction and upkeep of a hospital ship for bank fishermen is being promoted in Boston and Gloucester. An auxiliary schooner of the 95-ton semi-knockabout type and fitted up as a floating hospital with competent medical men aboard is proposed, and the vessel will be kept "logging" on certain spots handy to the fleets fishing off-shore. The plan is an excellent one, and deserves the support of all Canadians interested in the Atlantic fisheries.

The vast number of Canadians fishing in American vessels render it almost imperative that support be given to this proposition from Canada. Not only that, but the hospital ship will be open to our own fishermen sick or injured, and it is only right that we encourage the idea and help in establishing the proposition of our American friends.

Arrivals at Pigeon Cove.

The only craft that landed at Pigeon Cove yesterday was the Nautilus which weighed 600 pounds. Schs. Annie Hamilton, Sylvester, Margaret, Maxwell and Annie Freeman harbored there over night.

Fishing Fleet Movements.

Schs. Frances S. Grueby and Gladys and Nellie were at Liverpool, N. S. last Friday and cleared.

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Porto Rico Fish Market.

We have no material changes to report in the position of our markets, which continue only moderately interested in dry fish at about previous quotations. The Ponce market has remained firm, owing to local scarcity, while the other markets are rather dull, limiting their purchases to cover their most immediate needs. We maintain our last quotations on the "net ex wharf" basis of: Small fish, \$31; medium codfish, \$32; large fish, \$33; pollock and haddock, \$30.—Reported by S. Ramirez & Co.

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SOME PRIME FISH FOR SPLITTING

Several Whole Big Fares Down From Boston to Go to the Knife.

Three of the off shore crafts which lay over from yesterday morning's Boston market brought their fares down here and sold to the splitters this morning. They were schs. Fannie E. Prescott with 70,000 pounds and the Flora L. Oliver and Russell with 80,000 pounds each.

The gill netters landed 50,000 pounds yesterday, the largest lift being steamers Bryda F., Robert and Edwin, James M. Gifford and Quoddy which had from 3000 to 4000 pounds each.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Fannie E. Prescott, via Boston, 70,000 lbs. fresh fish.
Sch. Benj. A. Smith, via Boston.
Sch. Flora L. Oliver, via Boston, 80,000 lbs. fresh fish.

Sch. Russell, via Boston, 80,000 lbs. fresh fish.

Sch. Little Fannie, gill netting, 1500 lbs. fresh fish.

Str. Seven Brothers, gill netting, 1000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 2500 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 200 lbs. fresh fish.

Str. Venture, gill netting, 1800 lbs. fresh fish.

Str. Philomena, gill netting, 700 lbs. fresh fish.

Str. Swan, gill netting, 500 lbs. fresh fish.

Str. Dolphin, gill netting, 2500 lbs. fresh fish.

Str. Anna T., gill netting, 400 lbs. fresh fish.

Str. Ethel, gill netting, 2000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1200 lbs. fresh fish.

Str. Gertrude T., gill netting, 1000 lbs. fresh fish.

Str. Water Witch, gill netting, 2500 lbs. fresh fish.

Str. Medomak, gill netting, 1400 lbs. fresh fish.

Str. R. J. Killick, gill netting, 800 lbs. fresh fish.

Str. Sawyer, gill netting, 1200 lbs. fresh fish.

Str. Bryda F., gill netting, 3500 lbs. fresh fish.

Str. Ibsen, gill netting, 4000 lbs. fresh fish.

Str. Alice, gill netting, 1600 lbs. fresh fish.

Str. Quoddy, gill netting, 3200 lbs. fresh fish.

Str. Eagle, gill netting, 500 lbs. fresh fish.

Str. Evelyn H., gill netting, 6000 lbs. fresh fish.

Str. Mystery, gill netting, 1000 lbs. fresh fish.

Str. Rough Rider, gill netting, 800 lbs. fresh fish.

Str. James M. Gifford, gill netting, 4000 lbs. fresh fish.

Str. Geisha, gill netting, 100 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 3600 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 2300 lbs. fresh fish.

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Str. Enterprise, gill netting, 2000 lbs. fresh fish.

Str. Bethulia, gill netting, 3500 lbs. fresh fish.

Sch. Benjamin A. Smith, via Boston.

Vessels Sailed.

Sch. Manomet, haddocking.

Sch. Leonora Silveria, haddocking.

Sch. Edith Silveria, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

Western cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 8 1-2c per lb. for white, 6 1-2c for gray.

Will Replace Missing Buoy.

The government steamer Lady Laurier sailed early last Tuesday morning for the west coast of Nova Scotia on buoy work. The Lady Laurier has on board a buoy to replace the missing South West ledge buoy in the mouth of the Bay of Fundy, which the steamers Stanley and Montmagny, after an energetic search, covering a distance of perhaps 2,500 miles, failed to locate. The new buoy is after the pattern of the one which drifted away from the South West ledge. The marine and fisheries department will not again dispatch their ships in search of this elusive buoy until they have some definite information as to its whereabouts.

The Sheet Harbor automatic buoy, which strayed from its position two months ago and was subsequently reported far out on the sea, 250 miles south of Sable Island, was replaced almost immediately after it had broken adrift from its mooring.

Buys "Down East" Craft.

Capt. Joseph Cooney of Rockport, formerly owner of sch. Annie and Jennie, which was sold several weeks ago in the south, has purchased the Portland fishing sch. Mary L. Sennett, Capt. A. C. Sennett, owner, for \$3200.

The schooner registers 26 gross tons, was built at East Boothbay in 1906, and is equipped with a motor engine. Capt. Sennett, her late owner, is getting along in years, and since the loss of his other schooner, the Watauga, a few weeks since, has made up his mind to get out of the fishing business.

Land Sick Man.

Sch. Ethel B. Penny arrived at Yarmouth last Wednesday to land the cook, John Johnson, of Everett, Mass., who had been seized with a stroke of paralysis that morning while the vessel was on Brown's Bank. She had 10,000 pounds fresh fish.

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WALLACE BRUCE HAS BIG FARE

Hustling Skipper Hails For 91,000 Pounds—Market Off and Demand Light

Low prices again prevailed at T wharf Boston, this morning, although the day's receipts were not heavy, only two off shore trips of any size being in, beside a few shore fares.

The steam trawler Spray was obliged to put back to port to repair winch, having less than 3000 pounds. The steam trawler Foam had 70,000 pounds and sch. A. Piatt Andrew, 91,000 pounds and 3000 weight of halibut.

Opening wholesale quotations were \$1.50 to \$3 a hundred pounds for haddock, \$4 for large and \$2 to \$2.50 for market cod, \$3 to \$5 for hake, \$3 for pollock and \$2 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Spray, 2100 haddock, 100 cod.

Sch. Delphina Cabral, 28,000 haddock, 14,000 cod, 1500 pollock.

Str. Foam, 64,000 haddock, 5000 cod.

Sch. A. Piatt Andrew, 75,000 haddock, 8000 cod 8000 cusk, 3000 halibut.

Sch. Aspinet, 4000 cod, 21,000 hake, 3000 cusk.

Sch. Elizabeth W. Nunan, 6000 haddock, 6000 cod, 1500 hake, 2500 cusk.

Sch. Eva Avina, 1700 cod.

Sch. Olivia Sears, 1000 cod.

Sch. Lillian, 700 haddock, 1800 cod.

Sch. Hawk, 1500 cod.

Sch. W. M. Goodspeed, 1000 haddock, 2000 cod, 4000 hake, 5000 cusk.

Haddock \$1.50 to \$3 per cwt.; large cod, \$4; market cod, \$2 to \$2.50; hake, \$3 to \$5; pollock \$3; cusk, \$2.

Portland Fish Notes.

The Cape Porpoise fishing schooner Waltham (formerly the Olive F. Hutchins) was in again Monday, landing about 15,000 pounds of market fish. The schooner is sailing under a peculiar rig, having no mainsail, thus giving her a clean deck aft for her netting operations. She depends little on her canvas, anyway, having a 75-horse power engine, which she uses most of the time. The report that her skipper, Capt. M. Hutchins, had been forced to leave the vessel by the Boston steamboat inspectors as a result of the schooner being sunk in Boston harbor in January by collision with a municipal steamer proves to be incorrect, he being still in charge.

A new addition has just been made to the local fishing fleet in the shape of a 47 foot boat built at Sebasco for Capt. Edward Oleson of Cape Elizabeth, and which is now taking on a 15 horse power Buffalo engine at the Thorndike shop on Portland pier in addition to a two horse power engine which will be used for the gill net hoisting apparatus. While the greater part of the boat is open a small fore-castle is provided forward beneath a raised deck, and this will serve as the living quarters for Capt. Oleson and his crew.